

# The Hongkong Telegraph.

No. 3115

THURSDAY, APRIL 7, 1892.

SIX DOLLARS  
PER QUARTER

## Banks.

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorized Capital.....\$1,000,000.  
Subscribed Capital.....\$500,000.

HEAD OFFICE:—HONGKONG.

Court of Directors:—  
D. Gillies, Esq., Chairman.  
Chen Kit Shan, Esq.,  
C. J. Hirst, Esq.,  
Chow Tung Shing, Esq.,  
W. Wotton, Esq.,  
Kwan Hoi Chuen, Esq.,  
Chief Manager,  
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN  
LONDON:—  
THOMAS CARMICHAEL, Esq.—Messrs. Dent,  
Palmer & Co.  
JOHN BUTTERY, Esq.—Messrs. John Buttery &  
Co.  
C. B. STUART-WORTLEY, Esq., M.P., for Harlam.  
GEO. MUNRO, Manager.

Bankers:—  
London: The Alliance Bank (Ld.)  
Scotland: The Commercial Bank of Scotland.  
SHANGHAI,  
ADVISORY COMMITTEE.

Hs. Ex. Hui Fu Yuen, Esq.,  
Ma Kie Tshong, Esq.,  
Tong Kwei Sung, Esq.,  
C. J. GALLOWAY, Manager.

Amoy—J. ANDERSON, Manager.

Yokohama—D. FRASER, Manager.

CURRENT ACCOUNTS opened. Money  
received on Deposit. Drafts issued. Bills  
purchased and collected. Advances made on  
Securities or goods in neutral Godowns. Usual  
Bank Agency business undertaken.

Interest on 12 months Fixed, 5 per Cent.

CURRENT ACCOUNTS 2 1/2

For Rates of Interest for other periods apply  
to the Manager.

Hongkong, 17th February, 1892. [18]

THE NEW ORIENTAL BANK  
CORPORATION, LIMITED.

AUTHORISED CAPITAL.....\$2,000,000.  
PAID-UP CAPITAL.....\$500,000.

LONDON:—  
Head Office.....40, Threadneedle Street.  
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN  
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT,  
Issues and Sells BILLS OF EXCHANGE,  
Issues Letters of CREDIT, forwards Bills for  
Collection, and Transacts Banking and  
Agency Business generally, on terms to be had  
on application.

F. W. RUTTER,  
Manager.

## Insurance.

THE FUNDS  
OF THE

STANDARD LIFE OFFICE

ARE invested entirely within the British  
Dominions and are thus free from the  
complications which might arise in time of war.  
They now amount to Seven Millions Sterling,  
and have increased 50 per cent in the last 15  
years.

DODWELL, CARLILL & Co.,  
Agents, Hongkong.

322-1

SOUTH BRITISH FIRE AND MARINE  
INSURANCE COMPANY OF  
NEW ZEALAND.

THE Underwriters are prepared to accept  
FIRE AND MARINE INSURANCES on  
favourable terms.

Current rates, and a guaranteed Bonus equal  
to that paid by the local Offices.

GEO. R. STEVENS & Co.,  
Agents.

No. 2, Queen's Road, Hongkong.

Hongkong, 2nd April, 1892. [189]

THE SUN LIFE ASSURANCE COMPANY  
OF CANADA.

ASSETS OVER \$1,000,000.00.

Policies absolutely non-forfeitable.  
No restrictions as to Residence or Travelling.  
Rates of premium low.

Policies issued on all approved Forms.  
For further particulars apply to  
DOUGLAS LARRAIK & Co.,  
Agents for Hongkong.

23rd February, 1892. [240]

NOTICE.

THE MAN ON INSURANCE COMPANY  
LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE  
No. 2, Queen's Road West,  
Hongkong, 1st February, 1892. [149]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED.)

CAPITAL, TAXES 600,000, \$233,333-33

EQUAL TO.....\$318,000.00

RESERVE FUND.....\$318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq.,  
LOU TAO SHUN, Esq.,  
MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken  
at CURRENT RATES on all parts of the  
world.

HEAD OFFICE, 1 & 2, PRAYA WEST,  
Hongkong, 17th December, 1891. [117]

## Intimations.

### NOTICE.

HONGKONG GENERAL CHAMBER OF  
COMMERCE.

POSTPONEMENT OF GENERAL  
MEETING.

THE ANNUAL GENERAL MEETING of the  
Members of the HONGKONG  
GENERAL CHAMBER OF COMMERCE  
will be held at the Rooms of the Chamber, City  
Hall, at 3.30 P.M. TO-MORROW, the 8th  
April, in place of Friday, the 25th March, as  
previously advertised.

F. HENDERSON,  
Secretary. [353]

HONGKONG RIFLE ASSOCIATION.

MEMBERS are notified that the RANGE  
will be in use on the Afternoon of the  
8th inst. by the Committee of the Army and  
Navy Rifle Meeting.

Tuesday Afternoon until the Rifle Meeting  
are reserved, from 3 p.m. for Practice at 800  
and 900 yards.

COMPETITION for Mr. Sassoon's CUP and  
SPOONS on SATURDAY, the 9th instant.  
Ranges, 200 and 300 yards. Time, 3 p.m.

ED. ROBINSON,  
Hon. Secretary. [340]

Hongkong, 6th April, 1892.

THE SHAMHEEN HOTEL AND LAND  
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING of the  
Shareholders of the Shamheeh Hotel and Land  
Company, Limited, will be held at the Company's Office,  
5, Pedder's Hill, on MONDAY, 18th April,  
1892, at 3 o'clock in the afternoon, when the  
subjoined Resolutions which were passed at the  
Extraordinary Meeting of the Company held on  
the 4th April, 1892, will be submitted for con-  
firmation as Special Resolutions.

RESOLUTIONS.

1.—That Article 86 of the Articles of Association  
be cancelled, and that there be substituted  
thereof the following:—

"86.—The number of Directors shall  
not be less than three, nor more  
than five."

2.—That Article 89 of the Articles of Association  
be cancelled, and that there be substituted  
thereof the following:—

"89.—No person shall be eligible to  
be a Director unless he be the  
registered holder of not less than  
25 Shares."

3.—That in the second line of Article 91 of the  
Articles of Association the word "Two  
Thousand Dollars" be cancelled and that  
there be substituted therefor the word "One  
Thousand Dollars."

4.—That in the second and third lines of Article  
No. 94, of the Articles of Association the  
words "The one third or other nearest  
number" be cancelled, and there be  
substituted therefor the words "the one  
Director."

5.—That Article 114A of the Articles of Associa-  
tion be cancelled, and that there be sub-  
stituted therefor the following:—

"114A.—The Directors may appoint  
any Solicitor or firm of Solicitors  
to be the Solicitors of the Com-  
pany."

By Order of the Board,  
R. C. HURLEY,  
Acting Secretary. [399]

Hongkong, 6th April 1892

### NOTICE.

THE PUNJON AND SUNGHEE DUA  
SAMANTAN MINING COMPANY,  
(LIMITED).

THE Sixth Ordinary HALF-YEARLY  
MEETING of SHAREHOLDERS in the  
above Company, will be held at the Company's  
Office, Consaught House, on FRIDAY, the 22nd  
April, at Noon, for the purpose of receiving the  
Report of the Directors, together with a State-  
ment of Account to 30th September, 1891.

THE TRANSFER BOOKS will be CLOSED  
from the 8th to the 22nd instant, both days  
inclusive.

A. O'D. GOURDIN,  
Secretary. [398]

Hongkong, 5th April, 1892.

THE HONGKONG BRICK AND CEMENT  
COMPANY, LIMITED.

### NOTICE.

THE SCRIP CERTIFICATE No. 127, dated  
the eleventh day of February, 1891, for  
Ten Shares in the above Company and numbered  
2235 to 2245, standing in the Register in the  
name of ALFRED EDWIN SKEELS, having  
been LOST, Notice is hereby given that a new  
SCRIP CERTIFICATE for the said Ten  
Shares will be issued fourteen days hence, and  
that the original Scrip Certificate, unless produced  
within that period, will thereafter be held by the  
Company as null and void.

W. H. WALKER,  
Secretary. [371]

Hongkong, 29th March, 1892.

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a  
BITUMINOUS COAL of  
dark reddish colour. For steam purposes  
it has been pronounced to be the best and the  
most economical of all the Japanese Coals. Its  
export is increasing yearly, and the opinions  
expressed by several of the largest regular  
consumers are in testimony of the excellent  
qualities of this coal.

Attention is called to the following advantages  
to Ship's Owners and Captains, who coal their  
vessels direct from this Underigned:—

FRESHNESS of the coal.

UNIFORMITY of quality.

FREEDOM from impurities.

Supply in any quantity on shortest notice.

Quick despatch.

BEST of weight, etc., etc.

MITSU BUSSAN KAISHA,  
Sole Agents. [1102]

Hongkong, 4th April, 1892.

HONGKONG TIMBER  
YARD, WANCHAI.

OREGON PINE SPARS and LUMBER  
Always on Hand.

L. MALLORY,  
[308]

Hongkong, 24th June, 1891.

## Intimations.

W. POWELL & CO.

A LARGE STOCK OF  
NEW LAMPS,

Containing all the latest improvements.

TABLE LAMPS, WALL LAMPS, HANGING LAMPS,  
HALL LAMPS, SHIPS' LAMPS,  
&c. &c. &c.

LAMP FITTINGS and LAMP SUNDRIES.

W. POWELL & CO.

Hongkong, 2nd April, 1892

### THE

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East,  
affords unequalled accommodation to travellers and others. It is situated in the centre of  
the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf  
(the principal landing stage of the Colony) and in close proximity to the Banks and Shipping  
Offices.

THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.  
The TABLE D'HOTE, at separate tables, is supplied with every delicacy, the cuisine being  
under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to  
spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public  
BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour  
adjoining the Hotel, and is under the same management.

THE WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING ROOMS of the latest and most approved type convey passengers  
and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER,  
Manager. [108]

Hongkong, 12th February, 1892.

LANE, CRAWFORD & CO.

FOR SALE.

HOUSE LAMPS, STREET LAMPS,  
VERANDAH LAMPS, SHIPS' LAMPS,  
CHANDILIERS 3, 4 or 5-Light,  
Single and Double BRACKET LAMPS,  
TABLE LAMPS, READING LAMPS, BEDROOM & NURSERY LAMPS,  
WINDPROOF LAMPS, SAFETY LAMPS,  
SHIPS' SALOON, CABIN, ENGINE ROOM and BULKHEAD LAMPS,  
SPECIAL CARGO LAMPS,  
CHAIR LAMPS, CARRIAGE and JIRICKICKA LAMPS, HAND LAMPS and LANTERNS,  
GLOBES, CHIMNEYS, WICKS, SPARE BURNERS, FOUNTAINS, &c.

Hongkong, 27th February, 1892

LANE, CRAWFORD & CO.

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LANE, CRAWFORD & CO.



## Intimations.

DAKIN BROS. OF CHINA,  
LIMITED,  
CHEMISTS, &c.

EUCALYPTUS OIL AND  
INFLUENZA.

"O F all the preventives, OIL OF EUCALYPTUS, either disguised under fancy names or in its pure state, has earned the most professional and lay support, and up to the present it certainly seems to have vindicated the claims put forward in its behalf."—*Chemist and Druggist*, Feb. 6th, 1892.

DAKINS' STANDARD  
BRAND OF EUCALYPTUS  
OIL.

Bottles, 50 cts. and \$1.00

Nos. 22 &amp; 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON &amp; CO., LD.

## WINES AND SPIRITS.

We invite attention to the following Brands, all of which are of excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering, it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS: (For Invalids and general use).

	Per Case.	Per Bot.
A. Alto Douro, good quality, Green Capule	\$10	\$1.00
B. Vintage, superior quality, Red Capule	12	1.10
C. Fine Old Vintage, superior quality, Black Seal Capule	14	1.25
D. Very Fine Old Vintage, superior, Violet Capule (Old Bottled)	18	1.50

## SHERRIES.

A. Delicate Pale Dry, dinner wine, Green Capule	6	0.50
B. Superior Pale Dry, dinner wine, Green Seal Capule	7.50	0.75
C. Manzanilla, Pale Natural Sherry, White Capule	10	1.00
D. Superior Old Dry, Pale Natural Sherry, Red Seal Capule	10	1.10
E. Extra Superior Old Pale Dry, very finest quality, Black Seal Capule (Old Bottled)	12	1.10

## CLARETS.

A. Superior Breakfast Claret, Red Capule	\$4	\$4.50
B. St. Etienne, Red Capule	4.50	5.00
C. St. Julien, Red Capule	7	7.50
D. La Rose, Red Capule	11	12.00

MADEIRA, HOCK AND CHAMPAGNES.  
FULL PARTICULARS OF THE VARIOUS BRANDS  
IN STOCK ON APPLICATION.

	Per Case.	Per Bot.
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## BRANDY.

A. Hennessy's Old Pale, Red Capule	\$13	\$1.20
B. Superior Very Old, Red Capule	15	1.40
C. Very Old Liqueur Cognac, Red Capule	20	1.75
D. Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capule	30	2.50

## SCOTCH WHISKY.

A. Thorne's Blend, White Capule	8	0.75
B. Watson's Glenorchy, Mellow Blend, Blue Capule with Name and Trade Mark	8	0.75
C. Watson's Absolute Glenorchy, Red Capule, with Name and Trade Mark	8	0.75
D. Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Violet Capule	10	1.00
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capule	12	1.10

## IRISH WHISKY.

A. John Jameson's Old, Green Capule	8	0.75
B. John Jameson's Fine Old, Green Capule	10	1.00
C. John Jameson's Very Fine Old, Green Capule	12	1.10

## GIN.

A. Fine Old Tom, White Capule	4.50	0.40
B. Fine Unswamped, White Capule	4.50	0.40
C. Fine A. V. H. Geneva	5.50	0.50

## RUM.

Finest Old Jamaica, Violet Capule	12	1.00
Good Leonard Island, \$1.50 per Gallon.		

## LIQUEURS.

Benedictine	Marschall
Caracas	Herring's Cherry Cordial
Chartreuse	Dr. Sleght's Angostura

## PRICES ON APPLICATION.

A. S. WATSON &amp; CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 4th February, 1892.

## The Hongkong Telegraph.

HONGKONG, THURSDAY, APRIL 7, 1892.

## TELEGRAMS.

THE BEHRING SEA FISHERY  
DIFFICULTY.

LONDON, March 28th.  
The Marquis of Salisbury, in reply to President Harrison's despatch, consents to the Arbitration Treaty has been ratified, but subject to a mutual assessment of damages caused to the sealing vessels arising out of the prohibition to take seals in certain waters.

March 28th.  
President Harrison has expressed himself satisfied with the reply received from the Marquis of Salisbury referred to in yesterday's telegram.

DEATH OF THE GOVERNOR OF  
KWANGTUNG.

(FROM A CORRESPONDENT.)  
CANTON, 7th April, 1892.  
His Excellency Liu, the Governor of this Province, who has been in failing health for some time past, died last night.

[Liu, it will be remembered, was formerly Minister for China to Great Britain, France and Russia.—Ed., H.K. Telegraph.]

## LOCAL AND GENERAL.

THE Pacific Mail S.S. Co.'s steamer *City of Rio* left San Francisco for this port, via Yokohama, on the 5th inst.

AN Emergency meeting of the "Ararat" Lodge of Royal Ark Mariners, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE Norwegian steamer *Drot*, which arrived here from Saigon on the 31st ult., with a cargo of rice, was towed over to the Kowloon docks this afternoon to undergo some extensive repairs and alterations.

It is announced that Mr. Henry Nevill Dering, First Secretary of Embassy at Rome, has been offered and has accepted the post of Diplomatic Agent and Consul at Sofia, in the room of Mr. Nicholas Roderick O'Connor, the recently appointed Minister to China.

Doctor (to his patient, a share gambling victim on the verge of bankruptcy): "And, above all, preserve entire equanimity of mind; I have no cures, no trouble."

Patient: "Thanks, doctor, for your prescription. By-the-way, where can I have it made up?"

We hear that a Japanese merchant has arrived here for the purpose of "picking up" one or two coasting steamers and coalfish. He is understood to be keeping his eye on the *Terrington*, and is stated to have made private bids for two or three well-known coasters, but so far without success.

We note from a home medical journal that the appointment of Dr. Jas. Cantile, of Hongkong, to be an Honorary Associate of the Order of the Hospital of St. John of Jerusalem in England, has received the Queen's approval. Dr. Cantile has done a lot of excellent work in connection with the St. John Ambulance Association, both here and elsewhere, and richly merits the honour that has been conferred on him.

THE following appointments for the China station have been made at the Admiralty:—Lieut. E. D. Ogilvy, to the *Imperialist*, to date Feb. 22nd; Vice-Paymaster H. W. Paul, to be Secretary to Vice-Admiral Sir E. F. Fremantle, to date Feb. 27th; and E. W. Newnham, to the *Severn*, to date Feb. 27th. Chaplain Rev. J. M. Morton, to the *Victor Emmanuel*, additional, for Hongkong yard, to date March 1st.

THE London *Gazette* of March 26th announces that Mr. Francis Alfred Cooper and Mr. Robert Murray Rumsey, R.N., are to be official members of the Hongkong Legislative Council, so long as they shall hold their respective offices of head of the Public Works Department and Harbour Master. So much it is but it is about time the ranks of the unofficial members were increased sufficiently to give the community a fair share in the management of their own affairs.

A DESPERADO named Li Sing, who has been detained in Victoria Gaol for a past fortnight awaiting the Governor's directions respecting his rendition to the Chinese authorities, was handed over to a deputy of the Viceroys of Canton on board a Chinese gunboat yesterday afternoon. Two more alleged Chinese brigands and murderers—one of them the man who nearly killed himself when attempting to break out of gaol a couple of weeks ago—were handed over to the tender members of Chinese officials this afternoon, and will, we understand, become a head shorter at Kowloon city to-morrow morning.

IT is reported in home papers that the Indochina Co.'s new steamer *Tak Sang*, 4,400 tons, which left the Clyde on the night of the 29th February with a general cargo, returned to Greenock the next day, having been in collision about midnight off Ailsa Craig with the barque *Thalia*, bound for Arr, with a cargo of cotton bales. The bows of the barque were completely smashed, and her forecastle carried away. She was towed to Arr lacking. Captain Carmichael, of the *Tak Sang*, telegraphed as follows:—"Tak Sang in collision 9.30 with barque *Thalia*. Hull badly damaged, saloon gutted, no lives lost."

HERE is an interesting little paragraph from the Sydney *Bulletin* which somehow seems to fit a few local philanthropists who were influential celebrities a few short weeks ago and are now scattered like sheep without a shepherd:—Wanted—a big-souled, keen-visioned man, to travel the Colonies and drive home to the hearts of the masses the lesson of the late financial crashes—that the "most brilliant financier" is the man who can wade into most of the usual people's savings into his hands to do as he likes with, who can scoop the largest profits out of a "boom" founded on falsehood and malpractice by fraud, and who can reveal himself as the meanest, most contemptible of scoundrels when the boom collapses, and yet keep out of gaol. "He's only a deuced, bad financier who gets into gaol."—Lord! what a series of addresses could be delivered from that text by a strong man! He'd make speeches, land boom, with all the eloquence of a vicar, and sanctified with the name of "promoting the good of the poor under the guise of 'promoting national prosperity,' impossible for a full generalist.

THE Osaka Prison was lit by electricity on the 1st April.

THE P. & O. S. N. Co.'s steamer *Nizam* left Nagasaki for this port at 4 p.m. yesterday.

THE Italian cruiser *Carlotone* arrived at Colombo on the 28th ult., en route to China.

THE Agents (Messrs. Dodwell, Carrill & Co.) inform us that the steamer *Handow* left Singapore for this port to-day, and is due on or about the 13th inst.

A REGULAR meeting of St. John's Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, on Tuesday, the 12th instant, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

A FISHERMAN from the Columbia river says that the water of that stream is clear that the salmon can see you with half an eye, and adds that when they have done that they wink the other eye and swim away.

AN American paper remarks that seven hundred thousand gallons of rum go from Boston every year to accelerate the civilization of Africa, and not once of the bicarbonate of gold. "This is a wrong that certainly ought to be righted."

Mrs. O'Mulligan—Phwat do yes think av dress-reform?  
Mrs. Whalen—Dress-reform, is it? Sure! It's a great-savin'. It's only yesterday I reformed 'tho' maid's pants to fit Denny, an' it's no small job, natther.

WHO is responsible for the disgraceful condition of the road-way leading from the Paro to the Jewish cemetery in the Happy Valley? Perhaps our energetic Director of Public Works will take steps to remedy what is certainly a most objectionable nuisance.

THE Englishman states that Mr. E. H. Parker, of the Chinese Consulate Service, has been lent by the English Foreign Office for service as Political Officer on the Burma-Chinese frontier. Mr. Parker left Hongkong for Bhamo, his destination, a few days ago.

We would direct the attention of our sporting readers to the Boring Tournament announced to take place on Saturday the 23rd inst. Intending competitors are reminded that entries must be sent to "Corinthian," care of the "Hongkong Telegraph" office, enclosing fee of \$1.00, not later than Saturday next, the 9th ult.

EX-GOVERNOR Houser of Montana, in speaking of the prosperity of that State, recently said: "We have 175,000 population. We shipped out during last year \$10,000,000 worth of cattle, \$5,000,000 worth of wool, mutton and horses, and \$40,000,000 worth of apples, silver, gold and lead. Our people were never so prosperous as at present."

A CHINAMAN, who ought to know, has induced an Australian paper to publish a yarn that in China when a "man of high degree" dies his body is embalmed by being packed in tea, which is afterwards boxed up again, and a price is then placed on the box informs Chinese that the tea has been made of the tea, and that it is consequently fit only for export to the benighted foreigners. Great Scott! Which dead leper is in our tea-pot to-day?

A YOKOHAMA contemporary inveighs against Japanese justice thus:—"More justice! A. Watanabe and J. Kamikura, who so cruelly but justly made the brains of the negro Davis, in cold blood, have been sentenced, the former to three and the latter to four years' imprisonment. Evidently a foreigner's life weighed in the scales of Japanese justice is a very light thing. A more deliberate murder could hardly be conceived, yet four years is the extreme penalty for the crime."

IT will interest *chaosists* and others to know that the tea shipments from Calcutta to the 16th ult. were 106 millions as compared with 96 millions last year. Of this about 85 millions have passed through the auctioneers' hands in millions last year; in addition a good deal has been sold privately, but not so much as was disposed of in this way last year. Since the 2nd March, when the average obtained in Calcutta was 6 annas, no sale was held there until the 17th when about 10,000 pkgs. sold at firm rates for good, but easier for common kinds.

THE following list of moral virtues was drawn up by Dr. Franklin for the regulations of his life:

Temperance—Eat not to fullness; drink not to elevation.  
Silence—Speak not but what may benefit others; or yourself; avoid trifling conversation.  
Order—Let all your things have their place; let each of your businesses have its time.

Resolution—Resolve to perform what you ought; perform without fail what you resolve.  
Frugality—Make no expense but to do good to others or yourself; that is, to invest it so that it is consequently fit only for export to the benighted foreigners. Great Scott! Which dead leper is in our tea-pot to-day?

Industry—Loss no time; be always employed in something useful; keep out all unnecessary action.  
Sincerity—Use no brutal deceit; think innocently and justly; and if you speak, speak accordingly.  
Justice—Wrong none by doing injuries; or omitting benefits that are your duty.

Modesty—Avoid extremes; forbear resenting injuries.  
Cleanliness—Suffer no uncleanness in the body, clothes or habitation.  
Tranquillity—Be not disturbed about trifles, or at accidents common or unavoidable.  
Humility—Imitate Jesus Christ.

IT is stated in a recent issue of the *Bangkok Times* that Mr. Charles Rivington, the Secretary of the Railway department who has been dismissed from office, has been appointed to the German Consular Court against Mr. K. Bethge, D. G. of the Royal Railway Department, under para. 167-8 of the *Strassenbahn*, or Penal Code, to compel the restoration of his name to the lists of officials in the Department, as supplied to the editors of several Eastern dailies. From what we know of Mr. Rivington we feel confident that he is fully justified in the course he is pursuing with the man who was such a consummate ass of himself over the Korat Railway tenders, for although Mr. Rivington has never been legally dismissed—and there is no cause therefor at all, he being far and away the best man that ever yielded the *Strassenbahn* and manipulated the theodolite in the service of the King of Siam—yet his name has been expunged from the lists of officials of the railway department supplied to Eastern dailies, and it is significant that the *Director of the Bangkok and Siam*, for 1892, published at the office of the *Bangkok Times*, in his alphabetical directory, sets Mr. Rivington down as "Secretary, Royal Railway Department," while in the "official directory" the general secretary's name has been carefully left out, and Mr. Rivington's name is substituted—boundless by direction of the man who would not let the mighty King of Siam worth a cent. We shall await the result of this new phase of the railway scandal with considerable interest.

THE Canadian Pacific Co.'s steamship *Empress of Japan*, from Hongkong, via Shanghai and Kobe, left Yokohama this morning for Victoria Vancouver, B.C.

It was reported this morning that one of Messrs. Butterfield & Swire's steamers, when going to Quarry Bay last night, was unlucky enough to run aground. We understand that she got aground again, after a portion of her cargo had been transferred to lighters. The ship's *Hu-shih*, a new boat for the Java trade, she is not hurt.

MAJOR-GENERAL GORDON, Captain Superintendent of Police, arrived here by the mail yesterday afternoon, and after reporting himself to the Governor this morning, called at the Central Station and on the Police Magistrate. We understand he will relieve Mr. Horspool, who has so ably discharged the duties of Acting Captain Superintendent the past year, to-morrow morning.

SEVENTEEN men, two widows and one youth had to *krutuw* to Mr. Wodehouse at the Magistrate's this morning and explain how it was that Inspector Hanson found them all engaged in a game of *fantasy* in a private house at Van-mat last night. Neither the falsehoods of the men nor the shrill ejaculations of the widows were of any avail in persuading from five to twenty-five dollars were imposed.

ADMIRAL Sir Edmund Fremantle, the recently-appointed Commander-in-Chief in China, has selected Captain McQuill as his flag-captain. This officer commanded the *Cossack* in the East Indies during the blockade of the African coast, whilst Sir Edmund was in command of that station. Admiral Sir Frederic Richards, who returns home, will succeed Admiral Fairfax at the Admiralty, the latter officer relinquishing that position in order to command the Channel Squadron, when Admiral Sir Michael Culme-Seymour's term expires shortly. Admiral Fremantle was to leave London for the Far East by the P. & O. Co.'s steamship *Britannia* on March 18th.

LIEUT.-GENERAL DUNNE, late 89th Regiment, writes to the *London G. Express* on March 2nd:—"In your excellent account of that very cherty China dinner at the Metropolitan on the 23rd ult., your reporter did not quite catch my 'racing' remarks, to the effect that an Irish emigrant of the 9th, at the celebrated meeting in the Happy Valley in 64, with an 'Archer-like' run on 'North Pole,' landed for the chair in the Blue Ribbon of the China turf five years before Osborne, on 'Pretender,' won for him the Blue Ribbon of the English turf at Epsom. Alas! how few emigrants in this colony today were present at Happy Valley twenty-eight years ago, when North Pole won the Hongkong Derby in the popular blue and silver-braided jacket of Robert Jardine."

A YOUNG woman was kidnapped in the neighbourhood of the colony some months ago and sold for \$100 to an old 'tag' who tried to smuggle her across the frontier to S. F. on Tuesday last. Four hundred dollars had been advanced on her as barain-money, and \$1,000 more was to be forthcoming as soon as the young damsel was put ashore in the "Land of the Free." She had been trained how to deceive the American officials and the replies to give to interrogators, so as to effect a landing at Frisco. But the whole thing fell through owing to Inspector Lee receiving orders to arrest her "rocker mother" which he did and held her up before Mr. Wodehouse at the Police Court this morning, when she denied that she was either a procurer or slave-dealer. But the defence was a trifle too thin and the result is that the good old lady has been sent "up" for 12 months.

THE statements made editorially in last night's *China Mail*, that the Steam-Launch Co.'s small steamer *Perseus* was not a British ship and cannot be treated as such; and that she therefore must report herself to the Chinese Customs at Chung-chow on her way to and from Macao, are utterly false and absolutely ridiculous. That the *Perseus* does stop at Chung-chow at the request of the Chinese Customs authorities may be true enough; but she is not bound to do so, and if the Customs officers attempt to detain her, she will go to the wall. The Hongkong Government, being approached to some two years ago, when the Kowloon Commissioner of Customs (Mr. P. A. Morgan) intimated that Mr. Fraser-Smith's steam-launch *Alia* should call in at Chung-chow when running between Hongkong and Macao, gave a very decided opinion that the claim of the Chinese Customs was one that could not be recognised.

THE P. & O. Co.'s new steamer *Himalaya* has been launched at Messrs. Caird & Co.'s yard, Greenock. This is the largest vessel ever built at the port, her principal dimensions being:—Length, 466 feet; breadth, 52 feet; and depth, 37 feet. She will be supplied by the builders with triple-expansion engines indicating 10,000-horse power, which will be capable of driving her at sea at a speed of over 15 knots, or more than 20 miles an hour. The ship will be elaborately fitted up, and the different saloons, library, music-room, &c., will be ornamented with beautiful carvings by the famous Italian artist, Signor Carlo-Cambi, of Siena, the designs having been executed by Mr. T. E. Colcott, the architect of the Imperial Hotel. This latest addition to the P. & O. Company's fleet will accommodate 413 saloon passengers, and is intended for the India, China, and Australian mail service carried on by the company. A small service cabin on the lower deck, a special feature in this ship will be the "spray rooms," which are fitted with douche, spray, and needle baths, which will prove a great luxury in tropical climates. A sister ship, the *Australia*, is also being built by the same firm.

THE Hon. Treasurer of the Alms Memorial Hospital begs to acknowledge, with thanks, the following donations to the funds of the Hospital:—  
Dr. G. H. Esteson Wright ..... \$200  
Hon. J. H. Stewart Lockhart ..... 100  
Mr. J. M. Armstrong ..... 100  
Mr. C. E. Evans ..... 100  
Mr. J. H. Macleod ..... 100  
Mr. R. Becker ..... 100  
Mr. J. S. Van Buren ..... 100  
Mr. L. G. Grant ..... 100  
Mr. E. Pabney ..... 100  
Mr. A. D. Talbot ..... 100  
Messrs. Franks, Hornsby & Co. .... 500  
Rev. A. G. Goldsmith ..... 500  
Rev. R. F. F. Gottschalk ..... 500  
Rev. F. Kircher ..... 500  
Rev. G. Reusch ..... 500  
Mr. L. Weinberg ..... 500  
Messrs. C. M. Bhesania & Co. .... 500  
Messrs. C. O. Bhesania & Co. .... 500

COLONIAL COURT OF  
ADMIRALTY.

(Before Mr. Rivington, Clerk, Acting Chief Justice.)  
April 7th.

THE "TERRINGTON" AGAIN.  
The crew of the *Terrington* sued for wages due up to February 6th, 1892, £254, 19s. 1d.

substantial expenses to date, cost of passage to England, and damages for breach of contract of employment. Mr. Robinson, instructed by Messrs. Denny and Mossop, was for plaintiff, and Mr. Pollock, instructed by Messrs. Johnson, Stokes, and Mansel, defended.

Mr. Robinson stated the facts of the case at some length, and went into every detail of the legal aspects of the suit. He said the defendant made a counter-claim for loss caused by delay owing to the crew's refusal of duty in Tourane; also for cost of survey of the ship at their request; for cost of shipping, Amoy, Hongkong, and defendant disputed the claim for subsistence and passage home, on the ground of the Acting Harbour Master's sentence on the crew when charged with disobedience. Plaintiffs disputed this sentence, and questioned the Acting Harbour Master's jurisdiction, and they maintained that they were justified in stopping work.

William Arthur Bonnett, A.B., a West Indian, said the ship was under consignment articles, to go to Middlesbrough, but the vessel had to put into Hull for repairs. On reaching Middlesbrough he shipped under deep-sea articles for two years, to be discharged in the United Kingdom. Went via Hamburg to Penang and Singapore. Had to put into Saigon for coal, and had to put back again, boilers and tubes being in a bad state and vessel full of water. Plates and planks were displaced, "flots" all over the ship at every roll, and about five feet of water in the stoke-hole and engine-room. Stages had to be rigged for the men to stand on. When the ship rolled some of the men had their feet shinned off by loose plates smashing about. The engine pumps were choked, and the crew and passengers all had to turn to baling out. Got back to Saigon, and the whole crew went to see the Consul, with the Captain's permission; but the Captain went to see him first. The Consul ordered them on board, saying the Captain would put the ship right; he only heard "about four words" of what the men had to say. They went back on board, but did not turn to work. Nothing was done to the ship at all, in spite of the promise. The Captain went ashore and got a lot of Amoyese, but there was not a sailor nor a fireman among them. These men, however, took the vessel down the river to Cape St. James, where the Captain anchored and asked the original crew to turn to. He gave them a written agreement (produced), and they did turn to. He said he would put the Amoyese ashore, but did not do so. The crew were afraid to go to the Captain, but the ship was not seaworthy, but the Captain said he had a lot of money and he intended to use it up when he got to Hongkong, and when at the vessel was at sea the engine would not work, and she lay there three or four days without moving, and with a signal at the mast-head. It was fine weather, calm, sunny, and not much wind, but there was a ground swell that made the vessel roll heavily. The water got in the engine room from the boiler-tubes. Wooden plugs had to be made, and these kept flying out with great force, with the full pressure of steam. On putting into Tourane, the men went ashore, but coal was taken in and she put to sea. It took two days to get 95 miles. All the time, the carpenters were busy making wooden plugs to stick in the boiler tubes. One carpenter had left at Middlesbrough on account of having to make so many plugs. Coal ran out, and a lot of the wood was taken from the ship's fittings, deck, etc., to keep the furnaces going. At last the ship was headed back to Tourane, with wind and sea heaving, and got there safely. While lying in their bunks at Tourane, brooding over their misfortunes, the third officer came and told them they were foolish to go to sea in such a ship, as they might lose their lives. Next morning the first officer told the boatswain to order the men to turn to, but they refused. The third and fourth officers asked and obtained leave to go ashore and see the Resident, there being no Consul at Tourane.

A seaman, Mahomed Ahmed, from Mauritius, and a fireman, Mahomed Ali, from Mauritius, who were ultimately sent to the Resident, asked the Captain to allow some French officers to survey the vessel. Accordingly the officers did so, and witness knew only by hearsay what they did. Then the Captain and crew all went ashore and saw the Resident, who said he could do nothing. Tourane being a French port. They went on board, but did not work. Next day they received a copy of the survey written in French, saying that a passenger, the commander, and the chief engineer of the *St. Maurice*, a French ship, at the request of the Resident, formed a commission of survey, and found that a number of repairs must be made, the loose floor plates fixed, the boiler tubes cleaned and mended, and all of which could be done by the crew. As soon as the crew received this document, though it was in French and unintelligible to them, they were satisfied, and went to work. The ship put out, and four hours from Tourane, something gave way in the boiler, and the ship lay to, but managed to get to Saigon again, and reach Hongkong. At the Harbour Office they were all charged together, with refusal of duty, the firemen, who were all Arabs, and the deck hands, who were West Indians. None of them gave evidence, as they were all prisoners, but witness made a statement for the whole defence. There were about 20 of them. The Arabs could not speak much English. The man had no chance to call witnesses. Since coming out of gaol witness and most of the crew were staying at boarding-houses in Lascar Row or elsewhere. Witness was paying \$5 per week. Witness's wages were \$4 per month, dating from August 27th, and he claimed \$25 up to the time of leaving the ship. He had received \$4, 10s. 6d. Six days pay (the fine imposed by the Harbour Master) was 10s. The crew had not yet been signed off, so that they still belonged to the ship.

Cross-examined—Witness' agreement was for two years certain, to come back to England. The Captain had not employed Annamites to clean or repair the ship, as they could not do it; the French had to do it. At Cape St. James the Captain gave them a written promise that if they would go on with the work he would charge them nothing more than the \$5; so for the Annamites down the river. That was understood to be \$5-50 all together, not \$5 each. The story of the bad voyage was not exaggerated. The crew body was very frightened.

Annals—Continued, deputy Superintendent of the Mercantile Marine Office said that the crew were sentenced by Capt. Hastings to be discharged after their imprisonment, but the discharge was not carried out.

Mr. Pollock said, in answer to his Lordship, that this order of discharge would, as he submitted, disentitle the men to passage to England.

Cons. W. C. H. Hastings said his appointment was that of Acting Harbour Master, but that was a part of the H.M.'s duties, and he was sworn in as Magistrate. He produced a copy of the proceedings in the Marine Court held by him on Feb. 6th when the crew of the *Terrington* were charged with disobedience at Tourane. He ordered them to pay the cost of survey and subsistence, forfeit six days pay, be imprisoned for various periods, and be discharged at the end of those periods. It was not his intention that the crew should be stopped more than six days. If he had known that the imprisonment implied stoppage of wages, he would not have sentenced them as he did. As to the cost of the survey, he produced the copy of the proceedings before the Resident at Tourane, which was read in the Marine Court; also bill of costs of survey.

Mr. Pollock objected that this line of examination looked like questioning the decision of the Marine Court.

His Lordship said that that point was not yet settled, and he would keep his mind open as to it. Witness, continuing, said he remembered that in the Tourane proceedings two of the engineers were with the crew in wishing the ship to be stopped, but these two were not called as witnesses in the Marine Court. The witnesses were asked if they wished to cross-examine. The agreement made by the captain with the men at the Residence was to abide by the report on the survey. The men turned to soon after receiving the report.

On Mr. Pollock commencing to cross-examine, his Lordship said:—"I should certainly say that the evidence does not warrant a conviction; no specific act of disobedience was proved."

Cross-examined—Witness had intended the men to be discharged, and written off the articles, on Feb. 6, as he understood the order was going to be before they would be released from prison.

By the Court—He intended that they should have no more claim on the ship at all, for maintenance or passage to England. There was, however, no evidence that the ship was going to sea. The men would be written off the articles while in gaol.

Re-examined—The master would attend at the Mercantile Marine Office, render the men's account, and leave their pay for them when they came out of gaol.







